

**Table 2-H-13**  
**Sacramento to Bakersfield – High-Speed Train Station Evaluation Matrix**  
**Fresno to Tulare Stations**

**Station** = Station Carried Forward

**Station** = Station Eliminated

**Station** = Primary or Secondary Reason for Elimination

Evaluation Criteria	Fresno Downtown	Chandler Field	Fresno Amtrak	Fresno Yosemite International Airport
<i>Maximize Ridership/Revenue Potential.</i>				
Travel Time	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Length	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Population/Employment Catchment	4	4	4	3
<i>Maximize Connectivity and Accessibility.</i>				
Intermodal Connections	<ul style="list-style-type: none"> <li>Downtown location.</li> <li>Freeway access: Good access to SR 99 at several exits.</li> <li>Street access: downtown street grid</li> <li>Parking: may be limited at site</li> <li>Transit: good connections</li> <li>Amtrak connection with rail consolidation</li> </ul>	<ul style="list-style-type: none"> <li>Almost downtown location.</li> <li>Freeway access: Good via SR 99 and SR 180</li> <li>Street access: Limited local streets</li> <li>Parking adequate at site.</li> <li>Transit: bus only</li> <li>Other rail: none</li> </ul>	<ul style="list-style-type: none"> <li>Downtown location.</li> <li>Freeway access: ca. 1 mile to SR 99</li> <li>Street access: downtown street grid</li> <li>Parking: very limited</li> <li>Transit: buses only</li> <li>Other rail: Current Amtrak station, to be decommissioned after rail consolidation</li> </ul>	<ul style="list-style-type: none"> <li>Suburban location.</li> <li>Freeway access: SR 180 2 miles, SR 168 about 3 miles</li> <li>Street access: Arterial streets</li> <li>Parking adequate at shared airport facilities.</li> <li>Transit: Airport transit only</li> <li>Other rail: none</li> </ul>
	5	3	1	2
<i>Minimize Operating and Capital Costs.</i>				
Length	Not Applicable	Not Applicable	Not Applicable	Not Applicable

Evaluation Criteria	Fresno Downtown	Chandler Field	Fresno Amtrak	Fresno Yosemite International Airport
<b>Operational Issues</b>	<ul style="list-style-type: none"> <li>Freight rail consolidation may preempt use of some of corridor, limiting space for 4-track HSR station</li> <li>Transfer and interface with Amtrak.</li> <li>Normal interaction with freight RRs.</li> </ul>	<ul style="list-style-type: none"> <li>No major issues.</li> <li>Would be stopping track off new W99 alignment.</li> </ul>	<ul style="list-style-type: none"> <li>Numerous local crossings and slow-speed curves on BNSF line.</li> </ul>	<ul style="list-style-type: none"> <li>No right-of-way feasible to site.</li> </ul>
	3	5	2	1
<b>Construction Issues</b>	Possible narrow corridor for station with most expansive freight RR consolidation.	Normal aviation coordination required.	Constrained urban site.	Aviation coordination required.
	2	4	1	4
<b>Capital Cost</b>	Relatively high.	Relatively low.	Relatively high because of urban site.	Not assessed. Relatively low.
	2	4	2	4
<b>Right-of-Way Issues/Cost</b>	Availability of r-o-w interdependent with agreement with freight RRs on consolidation. Some city help with acquisition possible.	Assembly of entire new r-o-w required.	Constrained BNSF main line, to be taken out of service as result of rail consolidation.	No rail access possible.
	3	3	2	1
<i>Maximize Compatibility with Existing and Planned Development.</i>				
<b>Land Use Compatibility and Conflicts</b>				
Percent of Conflicting Existing Land Uses (Residences, Institutions, Recreational Areas, and Open Space) within Station Area	22.78	48.44	45.30	71.01
Primary Land Uses (acreage) within station area	Commercial (158); Industrial (149); Mixed Use (53); Residential (47)	Industrial (44); Residential (184); Transportation (174)	Commercial (102); Industrial (94); Institutional (84); Residential (118)	Industrial (73); Mixed Use (48); Open Space (86); Residential (245)
	3	2	2	1

Evaluation Criteria	Fresno Downtown	Chandler Field	Fresno Amtrak	Fresno Yosemite International Airport
<b>Visual Quality Impacts</b>				
Percent of Visually Sensitive Existing Land Uses (Residential, Institutional, Recreational Areas, and Open Space)	22.78	48.44	45.30	71.01
Number of scenic corridor and scenic river crossings	0	0	0	0
	<b>3</b>	<b>2</b>	<b>2</b>	<b>1</b>
<i>Minimize Impacts on Natural Resources.</i>				
<b>Water Resources Impacts</b>				
Number of Natural Stream	0	0	0	0
Number of Wetland Crossings	1	1	1	3
Total Acreage of Wetlands within Station Area	1.22	7.13	2.08	2.95
	<b>4</b>	<b>2</b>	<b>3</b>	<b>3</b>
<b>Floodplain Impacts</b>				
Number of FEMA Floodplain Crossings	1	0	1	1
Total Acreage of FEMA Floodplain Crossings within Station Area	265.83	0	235.82	8.02
	<b>1</b>	<b>5</b>	<b>1</b>	<b>4</b>
<b>Threatened &amp; Endangered Species Impacts</b>				
Count of Species	0	0	0	0
Acreage of Sensitive Habitat within Station Area	0	0	0	0
	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>
<i>Minimize Impacts on Social and Economic Resources.</i>				
<b>Environmental Justice Impacts (Demographics)</b>				
Minority Within 1,400' Buffer – 1990 Population	7358	6368	8893	1139
Low Income Within 1,400' Buffer – 1990 Households	351	0	474	0
	<b>1</b>	<b>2</b>	<b>1</b>	<b>3</b>

Evaluation Criteria	Fresno Downtown	Chandler Field	Fresno Amtrak	Fresno Yosemite International Airport
<b>Farmland Impacts</b>				
Total Acreage of Important Farmlands Within Station Area (Prime, Unique, and Statewide Importance)	0	8.40	0	0
	5	4	5	5
<i>Minimize Impacts on Cultural Resources.</i>				
<b>Cultural Resources Impacts</b>				
Number of National Register Resources Within Station Area	5	0	11	0
	3	5	1	5
<b>Parks &amp; Recreation/Wildlife Refuge Impacts</b>				
Total Acreage Parks/Recreation Areas in Station Area	1	4	2	1
Count of Parks/Recreation Areas	0.38	5.77	4.34	4.40
	5	1	2	2
<i>Maximize Avoidance of Areas with Geologic and Soils Constraints.</i>				
<b>Soils/Slope Constraints</b>				
Not a Distinguishing Factor				
<b>Seismic Constraints</b>				
Not a Distinguishing Factor				

Evaluation Criteria	Fresno Downtown	Chandler Field	Fresno Amtrak	Fresno Yosemite International Airport
<i>Maximize Avoidance of Areas with Potential Hazardous Materials.</i>				
Hazardous Materials/Waste Constraints				
Not a Distinguishing Factor				

1 2 3 4 5  
Least Favorable      Most Favorable

**Table 2-H-13 continued**  
**Sacramento to Bakersfield – High-Speed Train Station Evaluation Matrix**  
**Fresno Stations**

**Alignment** = Alignment Carried Forward

**Alignment** = Alignment Eliminated

**Alignment** = Primary or Secondary Reason for Elimination

Evaluation Criteria	Fresno East	Fresno West
<i>Maximize Ridership/Revenue Potential.</i>		
Travel Time	Not Applicable	Not Applicable
Length	Not Applicable	Not Applicable
Population/Employment Catchment		
	2	3
<i>Maximize Connectivity and Accessibility.</i>		
Intermodal Connections	Exurban site. Freeway access: Close to conceptual SR 65 freeway in future. Arterial access via SR 168. No transit access.	Suburban site. Freeway access: distant from SR 99. Arterial access via SR 180 No transit access.
	2	2
<i>Minimize Operating and Capital Costs.</i>		
Length	Not Applicable	Not Applicable
Operational Issues	New greenfields site. No major issues, except landside distance from urban area.	New greenfields site.
	4	4
Construction Issues	New greenfields site. No major issues.	New greenfields site.

Evaluation Criteria	Fresno East	Fresno West
	5	5
Capital Cost	Low	Relatively low.
	5	4
Right-of-Way Issues/Cost	Open agricultural land on new alignment of freeway.	Open agricultural land on new alignment.
	5	4
<i>Maximize Compatibility with Existing and Planned Development.</i>		
<b>Land Use Compatibility and Conflicts</b>		
Percent of Conflicting Existing Land Uses (Residences, Institutions, Recreational Areas, and Open Space) within Station Area	0	0
Primary Land Uses (acreage) within station area	Farmlands/Agriculture (503.02)	Farmlands/Agriculture (503.02)
	5	5
<b>Visual Quality Impacts</b>		
Percent of Visually Sensitive Existing Land Uses (Residential, Institutional, Recreational Areas, and Open Space)	0	0
Number of scenic corridor and scenic river crossings	0	0
	5	5
<i>Minimize Impacts on Natural Resources.</i>		
<b>Water Resources Impacts</b>		
Number of Natural Stream	1	0
Number of Wetland Crossings	4	1
Total Acreage of Wetlands within Station Area	11.76	0.41
	1	5

Evaluation Criteria	Fresno East	Fresno West
<b>Floodplain Impacts</b>		
Number of FEMA Floodplain Crossings	2	0
Total Acreage of FEMA Floodplain Crossings within Station Area	123.45	0
	<b>2</b>	<b>5</b>
<b>Threatened &amp; Endangered Species Impacts</b>		
Count of Species	0	0
Acreage of Sensitive Habitat within Station Area	0	0
	<b>5</b>	<b>5</b>
<i>Minimize Impacts on Social and Economic Resources.</i>		
<b>Environmental Justice Impacts (Demographics)</b>		
Minority Within 1,400' Buffer – 1990 Population	0	0
Low Income Within 1,400' Buffer – 1990 Households	0	0
	<b>5</b>	<b>5</b>
<b>Farmland Impacts</b>		
Total Acreage of Important Farmlands Within Station Area (Prime, Unique, and Statewide Importance)	153.17	485.1
	<b>2</b>	<b>1</b>
<i>Minimize Impacts on Cultural Resources.</i>		
<b>Cultural Resources Impacts</b>		
Number of National Register Resources Within Station Area	0	0
	<b>5</b>	<b>5</b>



Evaluation Criteria	Fresno East	Fresno West
<b>Parks &amp; Recreation/Wildlife Refuge Impacts</b>		
Total Acreage Parks/Recreation Areas in Station Area	0	0
Count of Parks/Recreation Areas	0	0
	5	5
<i>Maximize Avoidance of Areas with Geologic and Soils Constraints.</i>		
<b>Soils/Slope Constraints</b>		
Not a Distinguishing Factor		
<b>Seismic Constraints</b>		
Not a Distinguishing Factor		
<i>Maximize Avoidance of Areas with Potential Hazardous Materials.</i>		
<b>Hazardous Materials/Waste Constraints</b>		
Not a Distinguishing Factor		

1 2 3 4 5

Least Favorable

Most Favorable